

Fair today and Monday.  
Temperature unchanged.

# The Washington Times

FIVE SECTIONS  
Fifty Pages

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PRICE FIVE CENTS.

## MRS. DUNLOP KNOCKED DOWN BY BOLD NEGRO

Robbed of Her Purse  
in Front of Her  
Home.

Secured Good Look  
and Can Identify  
Him.

Approached From the  
Rear and Felled to  
Ground.

Mrs. George T. Dunlop, wife of the president of the Capital Traction Company, was attacked about 6:30 o'clock last night almost directly in front of her own home by an unidentified negro, who knocked her to the ground, and snatched a pocketbook from her hand.

Mrs. Dunlop lives at 3102 Q street, and was returning from a shopping tour. She got off of a P street car at Thirty-first street and walked to Q street.

Just after she turned the corner the negro rushed up behind and struck her to the pavement. There is a coping around the parking in front of the Dunlop home, and as the negro pushed her, she fell against the raised ground.

### Can Identify Him.

Before she had an opportunity to make any outcry, the colored man snatched the pocketbook from her hand and ran up Q street. Mrs. Dunlop managed to get a good look at him, however, and can probably identify him.

President Dunlop immediately notified Captain Schneider, of the Seventh precinct, who communicated with Police Headquarters. Inspector Boardman, who is in charge of the detective bureau, detailed Detectives Howlett, Pratt, Weedon, and Burlingame on the case, but at a late hour last night the negro had not been apprehended.

### Mrs. Dunlop Unhurt.

President Dunlop said to a Times reporter that his wife was not injured or bruised in any way as a result of the negro's attack. She described her assailant as being of heavy build and about medium height. He wore a light slouch hat, heavy shoes, and was roughly dressed.

The pocketbook contained a pin cushion, a silver chain purse, 65 cents in money, and a latch key.

### Every Policeman Notified.

Every Saturday night for several months past there has been at least one case of wrist bag snatching reported to the police. In nearly every instance a white woman has been attacked by a negro, and on several occasions the thief has been bold enough to operate in crowded streets early in the evening.

The police, however, have been remarkably successful in running down the thieves. Determined to put an end to the attacks upon unprotected women, Inspector Boardman had every policeman on duty last night instructed to watch for a colored man answering the description of Mrs. Dunlop's assailant, and lookouts were sent to all the precincts.

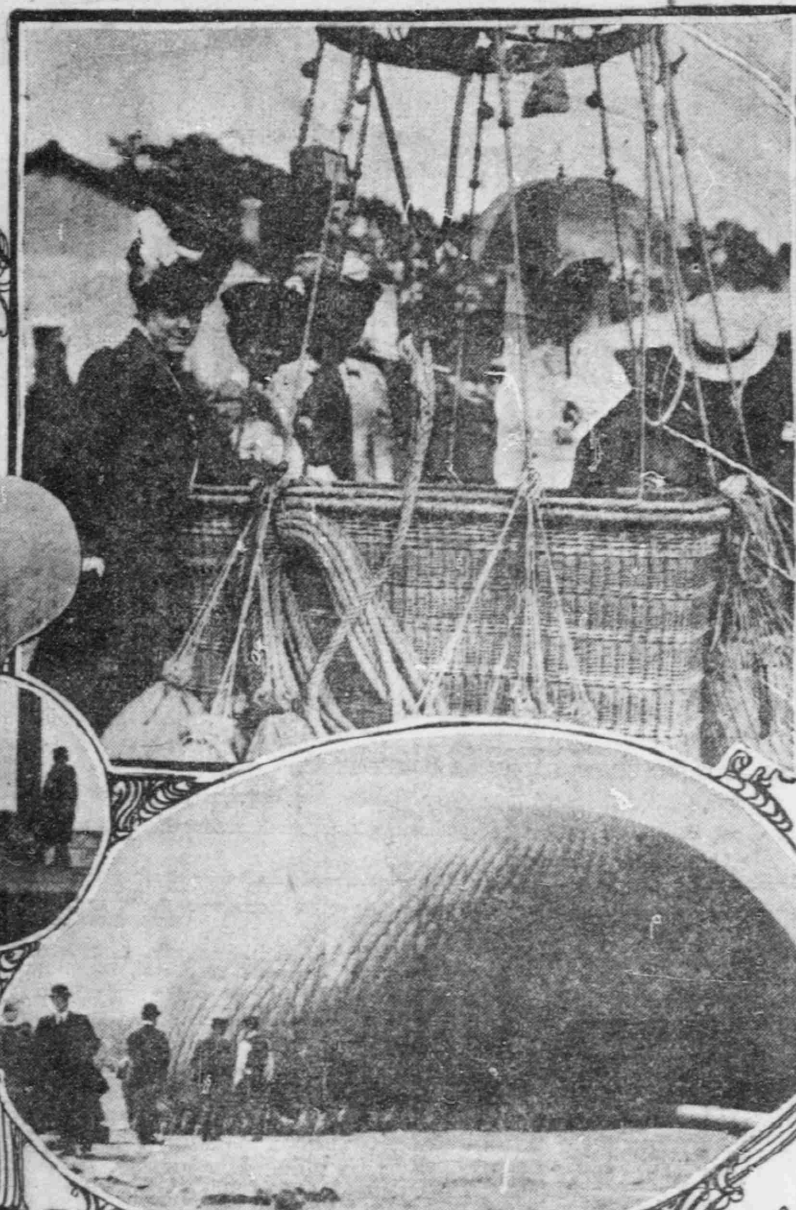
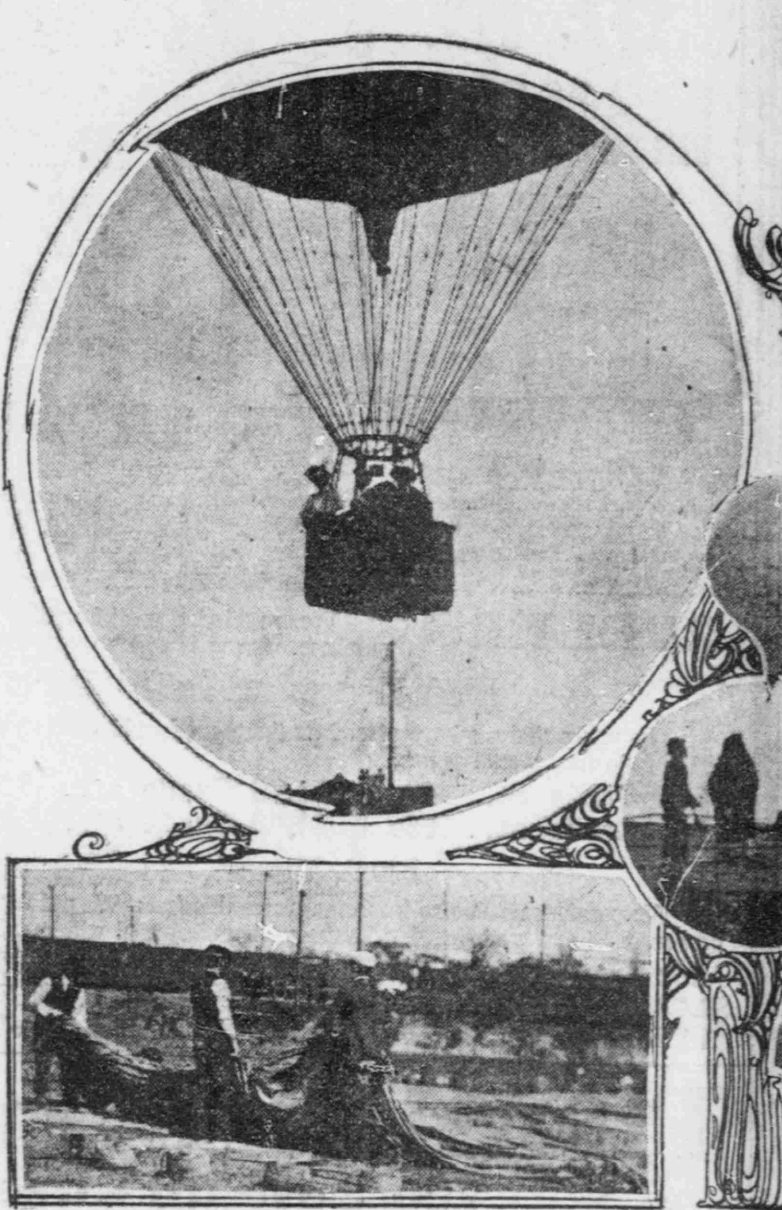
## REACH DECISION FOR PLUMBERS

Board of Arbitration to  
Make Findings Known  
This Week.

The board of arbitration, consisting of Judge Peelle, of the Court of Claims, and Attorneys Worthington, Darlington, Sheehy, and Ralston, appointed last September to pass upon the questions of difference between the master plumbers and the journeymen which led to the lockout of the latter on March 3, 1896, have at last reached an agreement. Friday night the arbitrators held a meeting and went over the testimony taken at the several sessions of the board held during the months of October, November, December and January, and directed one of their number to write the decision for the board. It will be made public the first of this week.

J. H. Small & Sons, Florists,  
Washington and New York.—Adv.

## BALLOON TEST IN WASHINGTON ON WASHINGTON'S BIRTHDAY



At Top, From Left to Right: Ascension at Aero Club, Paris; Balloon Party at Aero Club, Paris. Below These, in Order From Left to Right: Ready to Inflate Balloon, Aero Club, Pittsfield, Mass. Beside It, Same Balloon, Half Inflated. Below, Balloons in Shed at Aero Club, Paris. In Center, Release of Pilot Balloon, West Point, N. Y.

## RAISE SALARIES BY 20 PER CENT, CURTIS' SLOGAN

More for Rural Carriers  
and Railway Mail  
Clerks.

"I am in favor of a 20 per cent increase in the salaries of all Government clerks, and a much larger increase in the pay now received by the rural letter carriers and the railway mail clerks," said Senator Charles Curtis of Kansas last night. Senator Curtis believes in granting the increase in salaries asked for by the clerks because, as he says, it is not only fair and just, but because of the high prices demanded for foodstuffs.

"The increase of 20 per cent," added Senator Curtis, "should apply to all clerks whose salaries are less than \$1,600 per annum. It is the clerk of small pay doing practically, in many instances, the same character of work as the high salaried clerk who needs the increase and deserves it. And the rural letter carrier and the railway mail clerk should have a larger increase than 20 per cent."

"While I do not care to single out any particular department, I cannot refrain from calling attention to the clerks of the Patent Office, who are the poorest paid and, I may say, the hardest worked of any employees in the civil service. The salaries of all of the Patent Office employees should be readjusted if justice is to be given them."

"As an instance of injustice, or perhaps it were better to say, the system of grades, my attention was called the other day to the case of a young woman stenographer and typewriter, an expert, I am told, who was appointed to a position in the classified service at a salary of \$40 a month, while in the same division or bureau, another stenographer and typewriter, doing similar work, received \$100 a month. Of course the increase of 20 per cent will not correct inequalities of this character, but it will help the clerks some, and I should like an opportunity to vote for the bill at once."

(Continued on Tenth Page.)

### "A Solid Train of Comfort."

For Florida, Aiken, and Augusta—The Southern's Palm Limited. Excellent Pullman and dining car service; electric lights and all modern conveniences. Leave Washington, 6:15 p. m. week days.—Adv.

## EVELYN THAW WILL RESUME STAND MONDAY

Course Decided After  
Lengthy Conference  
of Counsel for  
Accused.

NEW YORK, Feb. 16.—Evelyn Nesbit Thaw will probably be called as the first witness Monday morning when the trial of her husband, Harry K. Thaw, for the murder of Stanford White is continued before Justice Fitzgerald.

This was announced after an afternoon of consultation between the profligate young Pittsburg millionaire, his counsel, and his wife.

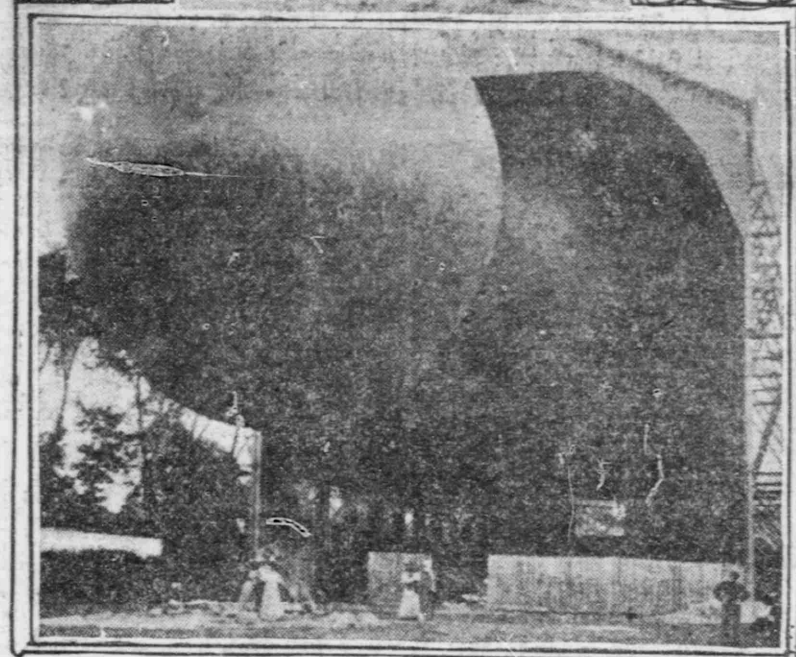
It is said that Mrs. Thaw will tell Monday that Thaw told her, in the hearing of Dr. Brinton B. Evans, the alienist, that he had to kill White, and that Providence had shown him the only way to end his troubles. Thaw's last words were: "I have tried for a long time to put the brute behind the bars. I was still trying when suddenly Providence showed me the way to end it. I had to kill him. That was the only way, and I did as Providence told me to do."

The words are regarded as significant, as showing that Thaw labored under the delusion that he was directed to kill White by a force higher than himself.

### Reasons for the Conference.

The conference of the Thaw attorneys today was the result of the publication that Mrs. Thaw had been connected with the action for divorce brought by his wife against George W. Lederer, the theatrical manager. She was named as co-respondent, but her name was eliminated. Attorney Delmas wanted to clear up the whole matter and state off any possible embarrassing cross-questioning of her on this subject by the prosecutor. The meeting resolved itself into a general discussion of plans.

Besides Mr. Delmas, those present at the Thaw conference were Dan O'Reilly, Henry C. McPike, and Russell Pearson, of counsel; the man on trial for his life and Mrs. Evelyn Thaw, who had been brought to the Thaw from Mr. Delmas' office. It was said that Dr. Evans will not be put back on the stand again immediately, but Evelyn will finish her story, thus making it possible to introduce Thaw's will in evidence.



## COLLEGE MEN BY HUNDREDS DINE TOGETHER

University Club's Annual  
Banquet, With Cortel-  
you as Toastmaster.

Tonight we'll drain our glasses  
deep,  
And lift our voices stout;  
So twenty-three on everyone  
Who lets his pipe go out.

It was a spirit of good cheer, fellowship and all that goes to make life worth while which pervaded the banquet hall at the Raleigh last evening, when the University Club of Washington, its membership representing 144 institutions of learning held its third annual banquet.

Men of every walk of life were present, the staid judges of the Supreme Court and others high in national life joining enthusiastically in the songs of college days with the younger men who, with a newly awarded diploma, was just beginning the battle of life.

The college colors of practically every college in the United States hung from the walls and the 450 guests each found

(Continued on Second Page.)

Fragrant Violets, 25c Per Bunch,  
At Kramer, the Florist, 916 F st. nw.—Adv.

## AERO CLUB'S EXHIBITION ON FRIDAY

One Ascension, Perhaps  
Two, Will Be Made in  
Southeast.

Washington is to be the scene next Friday of a remarkable test, intended to demonstrate the possibility of military defense from the upper air.

On Washington's Birthday the Aero Club, of New York, will have balloon ascensions made by aeronauts near Twelfth and M streets southeast, in an effort to interest the Government in the science of ballooning and to demonstrate the practicability of a fleet of balloons in connection with the army. The club has invited officials of the War Department and the Government generally, including members of the Military and Naval Affairs Committees of both houses of Congress, to witness the exhibition.

There will be at least one ascension, and two if weather conditions are favorable, and it is hoped by officials of the club to demonstrate the ability of the aeronauts to manage successfully a dirigible bag at various distances above the earth, to battle against air currents, and, regardless of the direction of the wind, to steer clear of the broad expanse of the Potomac, where Prof. Langley, with his aeroplane, met failure.

Cortlandt Bishop, president of the club, has notified members of the or-

(Continued on Third Page.)

Killed . . . 25  
Injured . . . 100

## TRAIN HURLS TWENTY-FIVE TO ETERNITY

Many Women Victims of  
Wreck on New York Cen-  
tral's New Electric Line.

### PARTIAL LIST OF DEAD.

ROBERT ROFBOROUGH, White Plains.  
MYRON E. EVANS, civil engineer, White Plains; president of the Cape Breton Railroad Company.  
E. F. JOHNSTON, Briar Cliff, N. Y.  
C. F. PAGE, New York City.  
MRS. MARY KINCH, Chappaqua, N. Y.  
MISS ANNIE MOREHEAD, Pittsburg; died in Lebanon Hospital.  
JESSIE N. JOBIN, head crushed; died at Fordham Hospital.  
E. P. WARREN (woman).  
CLARA L. HUDSON, from papers found in her possession, believed to be from Pittsburg.  
JESSIE TOBIN, address unknown.  
MRS. KATHERINE FERUND, Pleasantville.  
MRS. McLANE, Newark, N. Y.

NEW YORK, Feb. 16.—At least twenty-five persons were hurled to death this evening and more than a hundred injured when one of the new electric trains on the Harlem River division of the New York Central railroad left the rails on a curve at 205th street and were dragged along for 200 feet.

A broken flange on one of the wheels is believed to have caused the disaster.

The wrecked train was the Pawling and Brewster local. It consisted of two motor engines, one combination smoking and baggage car, one regular smoking car, and three day coaches. Every seat in all of these cars was filled when the train left the Grand Central depot at 6:06 o'clock tonight. Indeed, it is said that some were standing in the aisles, for it was the first day of the new suburban electric service installed by the New York Central. There had been much talk of this new service, and passengers who had waited for hours in the Grand Central depot for delayed trains or had been obliged, through the numerous accidents on the road, to take trolleys or subway trains, after long delays were glad to welcome the new electric trains.

### AT SIXTY MILES AN HOUR.

As the train drew northward Motorman James Stansfield increased the power, and the houses on either side of the cars began to take on the appearance of a long red blur. By Stansfield's side was his assistant, George Somerville. The latter had little to do, as the speed increased, save test the machinery as his chief directed.

The speed grew alarming, the survivors of the wreck declared. Many of them declared it was fully sixty miles an hour. Others said the train was whizzing over the rails at seventy miles an hour, though it was slowed slightly when they approached the curve that was to send some of them to sudden death and others to lifelong injury.

Several women are said to have grown hysterical over the headlong flight of the train.

### SPEED TERRIFIED PASSENGERS.

Conversation on any of the cars was impossible. Passengers are declared to have even remonstrated with Conductor Hopper, who was in charge of the train, at the terrific speed being maintained. His explanation is yet to come, as is that of the motorman. Both survived the crash that wrecked the train in such sudden fashion.

### CARS LEAPED FROM THE RAILS.

The motors drawing the train had rushed under the bridge at Webster avenue and were some 100 feet north of it and on the very sharpest point of the curve when a sudden crash was heard. The rear trucks of the combination smoker and baggage car which was immediately behind the second electric motor, left the rails.

### Wreck Came With a Flash.

The second car forward, and in turn all of the other cars of the train, with a quickness that left no time for thought of what had happened, left the rails.

In a flash the four derailed passenger cars had struck the third rail and amid a shower of pyrotechnics before the passengers could make a movement or even shriek the four cars went over on their sides on track No. 2 to be dragged along for a distance of from 150 to 200 feet with their living burdens inside, trapped like so many flies in a bottle.

### Dead and Injured Piled Together.

The passengers on the left side of the train were flung headlong on top of those on the right side, and these hapless ones, slammed against the windows that were being torn to splinters with the broken and twisted iron and wood work, as the cars were dragged over the ties, were given over in a twinkling to a fate from which there was no appeal. Death gripped some of them quickly and mercifully. Others had their limbs torn off, and others with fractured skulls were stunned into unconsciousness of further injury. And when the motor cars with air

### Fire Adds to the Horror.

Flames were curling around this car and the one next to it. From its interior came a chorus of shrieks and groans of the injured passengers. From the other cars, other cries. The third rail in a short circuit had set these two cars on fire, and to the wreck was added the menace of a holocaust. From the shattered windows passengers who were able crawled like human ants from a shattered hill.

Jackson, from engine No. 65, saw the danger. He gestaculated to the passengers from the combination car violently. His mouth opened, but no sound came. His face was bleeding from a gash over the eye. At last his voice came.

"The snow, the snow; cover them with snow," he shouted. Then he staggered to the nineteen-foot stone wall that held up Webster avenue at that point, and with the knowledge of a trained fireman and despite his injured condition he climbed to the street. He had to rest a few seconds to regain his exhausted strength and then he staggered to the nearest fire alarm and sent out a call.